



PORSCHE



**REBELS RACE HARDER**

# The new Cayman GT4 Clubsport



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## For everyone who lives to hit the track: The Cayman GT4 Clubsport.

One thing should be clear from the outset: The Cayman GT4 Clubsport is pure motorsports. It's the here and now. A roar that speeds past and is gone. A caution to those who underestimate it. A restatement of everything that distinguishes us as a brand and a reinforcement of our racing principles.

Of course the Cayman GT4 Clubsport is bound to the tradition that we have cultivated since day one. It is a part of a mission, honed over 60 years, to build the sports car of the future. Developed with belief in our ideas and our commitment to never resting on our laurels. Fired by the relentless determination to achieve uncompromising performance.

A rumbling volcano just waiting for the chance to erupt. And to test boundaries.

Built for people in search of freedom on their own terms. Rebels who've had enough of etiquette, conventions and playing by the rules. People who have always longed to rip open the door to motor racing. The driver's door.

The first Porsche, the 356, set the tone, proving shortly after its creation that it was born for the track. And the Cayman GT4 Clubsport will repeat the feat. Because it can't possibly do anything else. Because the track is its only natural habitat.

It harmonises the pioneering spirit and skill of our engineers with the dream of Ferry Porsche: building sports cars that can hold their own on the race track. A dream that has captivated countless people for decades, and today is the forerunner pointing the way to top-level racing.

Because we believe that the Cayman GT4 Clubsport, forged by our experience and success, will give rise to a new form of rebellion. Against the mainstream yes but, above all, against physics. Sometimes the best route to the future is the path of greatest resistance.





## Ultimate freedom. Inside a cage.

Limits are barriers in the mind. But for our engineers, they are just another incentive to scrutinise every component, every hundredth of a second, every lap. Thinking about the future. And about the world of motorsports. Their perfect discipline.

They have given the rebels their warhorse. To give them the chance to stand up to the establishment and pull on a racing suit themselves. They've done their homework.

The power of the Cayman GT4 Clubsport has been primed, casting off its street-legal status along the way. Welcome to the race track. The most compelling arguments of the Cayman GT4: a 3.8-litre mid-mounted flat engine,

283 kW (385 hp), maximum torque of 420 Nm, all adapted to the demands of the track. With an adapted Porsche Doppelkupplung (PDK) and above all, without sound insulation. 295 km/h, unfiltered. The massive forward force is reined in by 6-piston monobloc fixed callipers in the front and 4-piston monobloc fixed callipers in the rear.

The front axle comes from the 911 GT3 Cup. Pure motorsports: a lightweight spring strut front axle with wishbone and tie rod. The rear axle? The reinforced spring strut axle from the Cayman GT4 with a modified wishbone from the 911 GT3 Cup. Geared for performance, just like its drivers.

But there can be no uncompromising power without the appropriate safety concept. A single-minded interpretation of sportiness automatically demands strict compliance with FIA safety requirements. From the welded roll cage and the fittings for a fire extinguisher to the racing bucket seats and 6-point harness, the Cayman GT4 Clubsport implements all respective FIA standards. It comes naturally for us anyway. As naturally as overtaking the competition at top speed.

Cayman GT4 fuel consumption (in l/100 km) urban 14.8; extra-urban 7.8; combined 10.3; CO<sub>2</sub> emissions combined 238 g/km; efficiency class G

## The laws of physics? Write your own.

Let's be frank: without really noticing, we've settled into an ordered life. We've set some boundaries. And now we stand there, look over the fence and know that the time has come. Time to tear it down, follow the urge to lay it on the line and finally get back to being how we were. One-of-a-kind. Ready to jump into the fray where others hold back.

If that's you, the Cayman GT4 Clubsport was created to open your eyes. A thoroughbred racing machine. A force of nature, too extreme for the street, but absolutely perfect for the race track. Tuned for maximum driving pleasure. Its genes are 100% Porsche and its heart beats right where it should for any Cayman. In the middle.

Another reflection of the mindset that informed its development is a commitment to approaching apparent contradictions as challenges, uniting seeming opposites: efficiency and performance. Safety and lightweight construction. Performance and the limits of physics. Rebellion as a mantra.

Its face? Adapted to the requirements of the track. With a lowered chassis, aerodynamic front and the characteristic Gurney flap on the rear.

But true legends are created by the force of their actions. That's why the Cayman GT4 Clubsport is delivered in white. To give you the space to express your creativity, for one thing – for example with the Cayman GT4 Clubsport

app for tablets and iPads – but also to provide a prominent stage for your partners and sponsors.

How do our designers see it? As an eye-catcher. The camouflage decals underscore its rejection of the establishment – nothing. The transformation of the Cayman GT4 into the rebel of the race track – with matt black and chrome-coloured decals on yellow series paint.

While we're on the subject of design: together with our partner Stand 21, we developed the fireproof Cayman GT4 Clubsport Collection. For an all-round perfect driving experience.



[porsche.com/gt4clubsport](https://porsche.com/gt4clubsport)

Cayman GT4 fuel consumption (in l/100 km) urban 14.8; extra-urban 7.8; combined 10.3; CO<sub>2</sub> emissions combined 238 g/km; efficiency class G





**We created it.  
We'll leave the trial-by-fire up to you.**

You've made a habit of operating outside the norm? You've always defined freedom in your own terms? And refused to become constrained? Bravo. You won't have to in the future, either. Because this attitude is the ideal prerequisite for breaking into motor racing. Taking it to the limit and then finding the next gear.

The biggest challenge is naturally the race against the laws of physics, but you wouldn't have it any other way. And beyond the possibilities offered to enthusiastic motor racing fans on normal race tracks, there's plenty more to think about. Customer racing for example.

In the world of Porsche Motorsport, the Cayman GT4 Clubsport immediately slots in between the sport driving events and the Porsche One-make series. And it can also hold its own in the GT racing series. And that's up to you. If you take up the challenge and let your inner rebel run free – in its natural environment.

Whether in club motorsport, sprints or endurance races – there are plenty of options to choose from. And challenges are always the best way to make it to the top.



## The character of a rebel. From the best of families.

It started out as an idea, now it's metal and petrol. Born in Flacht, at the Porsche Motorsport centre. A place where engineering theory and passion have always been one and the same.

The spirit of the 919 Hybrid pervades the Motorsport centre. The immediate proximity of the development centre in Weissach. The legendary dream of Ferry Porsche, which lives on in the birthplace of the 911. For us, the perfect setting in which to develop an uninhibited rebel like the Cayman GT4 Clubsport. And with our 17<sup>th</sup> overall victory at Le Mans in 2015 behind us, even more so.

Every worker here demonstrates their craftsmanship and technical refinement with precision down to the millimetre, with years of experience and skill evident in every move. In constant contact with Porsche works and test drivers, who bring their ideas to the mix. The in-house race track that connects Flacht and Weissach with each other underscores just how seriously we take every tenth of a second. Not just for us, but for you too. To transmit the Porsche feeling to every drive.

Everyone involved in the process here has a common goal: to create the perfect GT car for every professional, every rookie, every amateur and every Porsche

enthusiast. And for every rebel who walks the line between the worlds before deciding to take to the track. When the time is right. Not when others say it is.

Passion, an engineering spirit, craftsmanship and enduring values have always defined every aspect of the development process for us. And ensured that achievements in the world of motorsports make their way into the series vehicles. We call that series transfer. And in the case of the Cayman, the series transfer worked so well that we're sending it right back onto the track in the form of the Cayman GT4 Clubsport. Completing the cycle for the second time.

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**At the finish line it comes down to hundredths of a second.  
Here we look at the figures that give you the edge:**

## The performance data

### Vehicle

Model	Porsche Cayman GT4 Clubsport (Type 981)
Vehicle type	Single-seater racing car, similar to series production (fittings for installation of a 2 <sup>nd</sup> seat in place)
Body	Weight-optimised lightweight body in intelligent aluminium-steel hybrid construction based on the Cayman GT4 (Type 981)
On-board systems battery	12 V/70 Ah battery in the passenger compartment
Control systems	Slick tyre-compatible electronic stability program, Bosch ABS with 12 adjustment levels, traction control

### Drive unit

Combustion engine	Flat-six engine, adopted from the Cayman GT4
Engine management	Continental SDI 9 – engine control module
Engine lubrication	Integrated dry sump with Mobil1 motor oil
Displacement	3,800 cm <sup>3</sup>
Output	283 kW (385 PS)

### Power transmission

Drive type	Rear wheel drive
Transmission	6-speed Porsche Doppelkupplung (PDK) with optimised shift application
Differential	Racing-specific, mechanical rear differential lock

### Chassis

Steering	Electromechanical power steering
Chassis	Front axle: lightweight spring strut axle with wishbone and tie rod from the 911 GT3 Cup Rear axle: lightweight spring strut axle from the Cayman GT4 with modified wishbone from the 911 GT3 Cup
Brakes (front)	Racing-specific hydraulic 2-circuit brake system, internally vented steel brake discs, D = 380 mm, one-piece 6-piston monobloc fixed callipers
Brakes (rear)	Racing-specific hydraulic 2-circuit brake system, internally vented steel brake discs, D = 380 mm, one-piece 4-piston monobloc fixed callipers
Wheels	5-hole forged rims
Rain tyres	Michelin; tyre size: FA: 24/64-18, RA: 27/68-18
Slick tyres	Michelin; tyre size: FA: 25/64-18, RA: 27/68-18

### Weight/Volume

Length	4,438 mm
Width	1,978 mm (FA)/2,002 mm (RA)
Weight	1,300 kg
Tank	90 l series tank, 70/100 l FT3 safety tank optional





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